

Trans-Lake Washington Project EIS

Methodology Report – 6/10/02

Relocations

Guiding Plans and Policies

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA & RPAPA), as amended in 1987.
- Applicable Comprehensive Plans of Seattle, Medina, Hunts Point, Yarrow Bay, Clyde Hill, Kirkland, Bellevue, and Redmond. City regulations, if any, relating to the acquisition of property and relocation of property owners and tenants (e.g., Seattle Municipal Code 14.08).
- WSDOT Environmental Procedures Manual, Section 457, July 2001.

Data Needs and Sources

- Recent (November 2000 or later) aerial photographs overlaid with major project components. The project team will provide aerial photographs. GIS plots are acceptable.
- Current (no older than 1 to 2 years) demographic data for the study area, including ethnicity and race, handicapped, elderly, family, income level, owner/tenant status, and numbers and types of business employment. It is assumed that the data will be provided upon request by the Puget Sound Regional Council (PSRC) and/or the U.S. Census Bureau. As necessary, individual municipalities may also provide supplemental data.
- Current existing land use data, including the types of residences, businesses, and nonprofit organizations located within the study area. The environmental team currently has existing land use data in GIS format, received from PSRC and compiled from the King County Assessor's Office. It is assumed that PSRC will provide the most current land use information available; it will be the responsibility of the land use analyst to provide, verify, and update the information from PSRC.
- Current adopted Comprehensive Plans for the following jurisdictions: Seattle, Medina, Hunts Point, Yarrow Point, Clyde Hill, Kirkland, Bellevue, and Redmond. The environmental team currently has a copy of each jurisdiction's plans. Comprehensive Plan amendments for 2001 will be reviewed to ensure that the most current information is being analyzed. It is assumed that any amendments and updates will be provided upon request by the planning departments of the identified cities or will be available on the internet.
- Information pertaining to housing by size and price in areas that could provide potential replacement housing, apartment listings by size and price in areas that could provide

potential replacement housing, commercial (office and retail space) listed with commercial real estate firms in areas that could provide potential replacement office or retail space. Available housing and commercial space information can be obtained from real estate agents or the Multiple Listing Service, and available apartment rentals can be obtained from local newspapers or property managers.

- This analysis will be based in part on a review of the project impacts reported in other environmental analyses prepared for the Trans-Lake Washington Project. Key disciplines for review include the land use and economics and the social disciplines.

Proposed Coordination with Agencies

Agencies will be contacted for information on the availability of housing or commercial replacement areas, and long-term stability and projections of individual neighborhoods within the study area. Telephone contact and/or face-to-face meetings with agency staff will occur to supplement information obtained from planning and forecasting documents. Those agencies will include:

- City of Seattle, Office of Housing
- City of Medina, Planning Director
- Town of Hunts Point, Planning Director
- Town of Yarrow Point, Planning Director
- City of Clyde Hill, Building Department
- City of Kirkland, Department of Planning and Community Development
- City of Bellevue, Planning and Community Development
- City of Redmond, Planning and Community Development

PSRC will be contacted to provide existing land uses, demographic information, and projections.

Proposed Coordination with Team, WSDOT, and Sound Transit

To assess displacements, the analyst will require the completed EIS sections and close coordination with the team leads of the following discipline studies:

- Land Use and Economics – need to know types of businesses, employee numbers, existing land uses, and full vs. partial takes
- Social – need to know type and character of affected neighborhoods
- Environmental Justice – need to coordinate demographic information

Information on displacements/relocations will be given to the team leads of the following disciplines:

- Land Use and Economics – the number and type of impacts on any public community facilities or prominent residential and commercial uses.
- Social – the number and type of impacts on any public community facilities or prominent residential and commercial uses.

Coordination will take place with WSDOT staff to confirm displacements caused by a loss of access.

Study Area

The relocations analysis will focus on the types of existing land uses and associated structures within the footprint of the proposed alternatives. Additionally, the analysis will include those areas within 1 mile of the SR 520 corridor that are identified for proposed replacement housing or replacement facilities.

Affected Environment Methodology

The affected environment discussion will include population characteristics, businesses, employment, and long-term stability of individual neighborhoods; information that will be derived from the land use and economics and the social sections. Types of land uses within the study area that will be discussed are single-family residential; multi-family residential; commercial, including hospitals, offices, and commercial facilities; industrial, including warehouses; and public, including civic and quasi-public facilities, schools, government, Tribal, and military facilities. PSRC existing land use data, overlaid with current aerial photographs, will be used to determine the land uses occurring in the study area. Existing conditions discussions will be structured by city.

Environmental Consequences Analysis Methodology

The environmental consequences analysis will assess potential direct and construction impacts of the project alternatives on residences, businesses, and nonprofit organizations. Impact analysis will be facilitated through the use of GIS maps overlaid with current aerial photographs; review of the social and the land use and economics sections; and site visits to land use parcels along the SR 520 corridor to confirm potential displacements.

Direct Impacts

Direct displacement impacts will be analyzed primarily in terms of the number of existing structures displaced and/or the loss of access to a residence or business that would preclude the livability or livelihood of that residence or business, thus requiring relocation. WSDOT staff will be consulted to confirm displacements caused by a loss of access. Existing land use data, compiled by PSRC from the King County Assessor's Office, will be transformed into a GIS map depicting all existing land uses within the study area. Current aerial photographs in conjunction with the GIS will be overlaid with the project components to determine if any existing structures will be displaced. Before identifying impacts on structures, the analyst will conduct field visits as necessary to identify the type and number of businesses and nonprofit organizations, as well as the number of dwelling units located within each displaced structure. An overall quantitative impact will be determined for each land use category within each jurisdiction.

A qualitative discussion of the identified displacements will include the characteristics of the households to be displaced, along with information from the social section detailing the affected neighborhoods. The discussion will also include a description of the number of employees and type of each business displaced—this information is assumed to be provided in the land use and economics section.

Construction Impacts

Construction impacts are not applicable to this discipline.

Mitigation Measure Methodology

The mitigation discussion will identify measures to minimize and/or mitigate the identified displacements. Consultation with local agency staff and real estate services will occur to help identify safe and sanitary relocation opportunities for businesses, nonprofit organizations, and residences.

For residential displacements, a qualitative discussion will identify areas of potential future housing and growth within 1 mile of the SR 520 corridor. Local jurisdictions will be contacted to determine where future large-scale projects are planned or where neighborhood plans have been implemented to increase densities in predetermined areas. Additionally, areas will be examined for available existing housing, as well as the opportunity to move existing structures to a new location. Any special advisory or other services necessary for special relocation problems will be described.

For businesses and nonprofit organizations, a qualitative discussion will identify areas of potential future commercial growth within 1 mile of the SR 520 corridor. Local jurisdictions will be contacted to determine where future large-scale projects are planned. Additionally, areas will be examined for available existing commercial facilities, as well as the opportunity to move existing structures to a new location.

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